UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

SOUTHERN PACIFIC RAILROAD

(LINES SOUTH OF ASHLAND)

3

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Sunday, June 8, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

J. S. SPELMAN,
General Superintendent
(Main Line and Fernley Branch.)

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward FROM SAN FRANCISCO—Sparks Sub-Division—TOWARD SAN FRANCISCO Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS					Distance from San Francisco		Time Table No. 3 June 8, 1919	Distance from Imlay	FIRST CLASS					SECOND CLASS		
	268	186	254	312	262	2	24	10	6	20					23	1	5	19	9	253	185	311
	Fast Freight	Mixed	Ogden Manifest Freight	Local Freight	Fast Freight	Overland Limited	Tonopah Express	Express	Atlantic Express	Pacific Limited					Tonopah Express	Overland Limited	San Francisco Limited	Pacific Limited	Fast Mail	Ogden Manifest Freight	Mixed	Local Freight
	Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday, Wednesday, Friday	Ar. Tuesday, Thursday, Saturday
Yard PFWYTO	7.00PM		10.45AM	5.10AM	2.45AM	9.00PM	7.50PM	11.30AM	¶ 8.30AM	12.50AM	246.2	Automatic Block	DNR SPARKS 2.9	138.1	s 5.35AM	s 5.55AM	¶ 7.00PM	s 2.25AM	s 2.33AM	9.00AM		4.45PM
116 P	7.10		11.00	5.25	2.55	9.05	7.55	11.35	f 8.39	12.55	249.1		VISTA 4.0	135.2	5.25	5.45	f 6.47	2.15	2.27	8.39		4.30
115 P	7.25		11.18	5.38	3.10	9.11	8.02	11.44	f 8.47	1.02	253.1		HAFED 4.2	131.2	5.12	5.38	f 6.35	2.05	2.22	8.05		4.10
115PW	7.40		11.33	5.55	3.30	9.17	8.10	11.53AM	f 8.55	1.08	257.3		DITHO 4.8	127.0	5.00	5.28	f 6.25	1.55	2.16	7.35		3.52
117 P	7.55		11.45AM	6.10	3.50	9.23	f 8.17	12.05PM	f 9.05	1.15	262.1		DN CLARK 4.6	122.2	f 4.50	5.18	f 6.15	1.45	2.10	7.15		3.31
115 P	8.10		12.15PM	6.20	4.10	9.29	8.25	12.15	f 9.14	1.22	266.7		THISBE 2.6	117.6	4.43	5.10	f 6.05	1.37	2.03	7.00		3.10
24				6.30			f		f 9.20		269.3		DERBY 2.1	115.0			f					3.00
104PW	8.35		12.50	6.48	4.37	9.35	8.35	12.22	f 9.25	1.28	271.4		GILPIN 4.7	112.9	4.37	5.02	f 5.55	1.28	1.56	6.48		2.50
244PY	9.00	6.00PM	1.05	7.20	4.55	9.42	f 8.45	s 12.30	s 9.38	f 1.35	276.1		DN FERNLEY 4.3	108.2	f 4.30	4.55	s 5.45	1.12	1.49	6.30	6.35AM	2.20
115 P	9.15	6.10	1.20	7.40	5.15	9.48	8.53	12.37	f 9.45	1.42	280.4		ARGO 4.0	103.9	4.23	4.48	f 5.35	1.05	1.42	6.15	6.25	1.57
118 P	9.30	6.20	1.40	8.00	5.30	9.53	9.02	12.43	f 9.55	1.48	284.4		PATNA 3.7	99.9	4.17	4.42	f 5.25	12.58	1.33	6.00	6.15	1.40
161 P FWYT	10.02	6.30PM	1.58	8.30	5.45	s 10.02	s 9.15PM	s 1.00	s 10.20	s 1.58	288.1		DNR HAZEN 4.4	96.2	4.10AM	s 4.35	s 5.15	s 12.50	s 1.25	5.45	6.00AM	1.25
114PW	10.20		2.17	9.05	6.35	10.08		1.07	f 10.30	2.05	292.5		MASSIE 4.9	91.8		4.25	f 5.00	12.35	1.15	5.10		1.07
115 P	10.40		2.38	9.30	6.50	10.14		1.14	f 10.39	2.12	297.4		FALAIS 4.6	86.9		4.18	f 4.50	12.27	1.09	4.45		12.40
104 P	10.55		3.00	9.50	7.10	10.20		1.20	f 10.47	2.19	302.0		UPSAL 4.8	82.3		4.11	f 4.40	12.20	1.03	4.30		12.05PM
114 P	11.10		3.19	10.15	7.30	10.27		1.27	f 10.56	2.26	306.8		DESERT 4.9	77.5		4.04	f 4.30	12.13	12.57	4.15		11.40AM
115PW	11.30		3.40	10.37	7.50	10.34		f 1.35	f 11.05	2.33	311.7		DN PARRAN 4.4	72.6		3.57	f 4.23	12.06AM	12.51	3.57		11.05
116 P	11.59PM		4.15	10.50	8.15	10.41		1.42	f 11.14	2.39	316 1		HUXLEY 3.9	68.2		3.51	f 4.15	11.59PM	12.45	3.30		10.45
116 P	12.40AM		4.25	11.22	8.35	10.46		1.47	f 11.22	2.44	320.0		OCALA 4.2	64.3		3.45	f 4.10	11.53	12.40	3.12		10.30
115 P	12.55		4.39	11.35	9.05	10.53		1.53	f 11.30	2.50	324.2		MIRIAM 2.0	60.1		3.39	f 4.03	11.46	12.35	2.50		10.15
									f 11.34		326.2		FANNING (Spur) 2.2	58.1			f 3.59					
119 P	1.10		4.58	11.50AM	9.40	10.59		2.00	f 11.38	2.56	328.4		N TOY 3.4	55.9		3.32	f 3.55	11.41	12.30	2.20		9.40
115 P	1.22		5.15	12.20PM	9.55	11.04		2.04	f 11.45	3.01	331.8		TOULON 4.6	52.5		3.27	f 3.49	11.35	12.26	2.02		9.17
114 P	1.50		5.40	12.35	10.10	11.12		2.10	f 11.52	3.07	336.4		GRANITE POINT 4.1	47.9		3.20	f 3.42	11.28	12.20	1.50		9.05
57PY	2.10		6.00	12.50	10.25	11.22		2.16	f 11.59AM	3.14	340.5		PERTH 3.8	43.8		3.14	f 3.36	11.22	12.15	1.35		8.48
89PW	2.25		6.20	1.14	10.50	s 11.30		s 2.30	s 12.10PM	s 3.23	344.3		DN LOVELOCK 4.7	40.0		s 3.00	s 3.30	s 11.10	12.10	1.25		8.28
58PW	2.50		6.45	1.36	11.05	11.36		2.37	f 12.19	3.30	349.0		KODAK 4.0	35.3		2.50	f 3.13	10.57	12.04AM	1.13		8.07
162 P	3.20		7.05	1.57	11.20	11.42		2.43	f 12.28	3.37	353.2		WOOLSEY 4.6	31.1		2.42	f 3.07	10.51	11.59PM	1.05		7.43
94PW	3.50		7.30	2.20	11.45AM	11.50PM		s 2.55	s 12.40	f 3.50	357.8	Double Track	DNR NENZEL 8.2 NENZEL 8.2	E.B. 26.3 W.B. 26.5		2.35	s 3.00	10.44	11.53	12.50		7.20
138 P	4.30		8.10	3.10	12.20PM	12.02AM		3.10	f 12.56	4.12	366.0		RYE PATCH 6.6 RYE PATCH 6.8	18.1 18.3		2.22	f 2.45	10.31	11.40	12.30AM		6.40
				3.35					f 1.10		372.6		VALERY (Spur) 4.4 VALERY (No Siding) 4.4	11.5 11.5			f 2.34					6.15
129PW	5.30		9.10	3.50	1.20	12.22		3.28	f 1.20	4.20	377.0		HUMBOLDT 7.1 HUMBOLDT 7.1	7.1 7.1		2.02	f 2.27	10.16	11.25	11.55PM		5.55
Yard PFWYT	6.05AM		9.45PM	4.30PM	1.50PM	s 12.40AM		s 3.40PM	¶ 1.35PM	s 4.30AM	384.1		DNR IMLAY IMLAY	0.0 0.0		1.50AM	2.15PM	10.05PM	11.15PM	11.30PM		5.30AM
	Arrive Daily	Ar. Tuesday, Thursday, Saturday	Arrive Daily	Arrive Monday, Wednesday, Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			138.1	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Tuesday, Thursday, Saturday
	(11.05)	(0.30)	(11.00)	(11.20)	(11.05)	(3.40)	(1.25)	(4.10)	(5.05)	(3.40)			Time over District		(1.25)	(4.05)	(4.45)	(4.20)	(3.18)	(9.30)	(0.35)	(11.15)
	12.46	24.00	12.55	12.18	12.46	37.63	29.64	33.14	27.17	37.63			Average Speed per Hour		29.64	33.34	29.05	31.84	41.85	14.53	20.57	12.28

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Nenzel.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS					Distance from San Francisco		Time Table No. 3 June 8, 1919	Distance from Carlin		FIRST CLASS						SECOND CLASS		
	254	262	268	314		10	6	20	2						5	19	9	71	1		313	155	253
	Ogden Manifest Freight	Fast Freight	Fast Freight	Local Freight		Express	Atlantic Express	Pacific Limited	Overland Limited						San Francisco Limited	Pacific Limited	Fast Mail	Western Pacific Passenger	Overland Limited		Local Freight	Western Pacific Freight	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	E.B.	W.B.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily
Yard PFWYT	10.30PM	2.30PM	6.30AM	5.55AM		3.50PM	1.55PM	4.35AM	12.45AM	384.1	DNR	**IMLAY** 4.6 4.6 Double Track Automatic Block	150.2	150.2	s 2.05PM	s 10.00PM	s 11.11PM		s 1.46AM		5.30PM		10.45PM
	10.50	2.45	6.45	6.10		f 4.00	s 2.03	4.43	12.53	388.7		MILL CITY MILL CITY 8.3 8.3	145.6	145.6	s 1.54	9.53	11.05		1.40		5.00		10.15
138 W	11.21	3.35	7.35	6.40		4.15	f 2.18	4.58	1.08	397.0		COSGRAVE COSGRAVE 9.6 9.6	137.3	137.3	f 1.36	9.42	10.55		1.30		4.30		9.42
45 P	11.59PM	4.20	8.20	7.10		4.30	f 2.35	5.13	1.25	406.6	DNR	ROSE CREEK ROSE CREEK 5.3 5.3	127.7	127.7	f 1.21	9.28	10.43		1.18		3.35		9.00
113	12.36AM	4.35	8.35	7.25		4.42	f 2.45	5.23	1.33	412.1		BENIN 5.2	122.4		f 1.13	9.20	10.36		1.10		3.20		8.45
200 PW	1.03	5.00	9.00	8.15		s 5.15	s 3.00	s 5.40	s 1.45	417.3	DN	WINNEMUCCA 3.5	117.2		s 1.05	s 9.10	f 10.29		s 1.03		3.00		8.30
	1.25AM	5.25PM	9.25AM	8.40AM		s 5.25PM	s 3.10PM	s 5.50AM	s 1.53AM	420.8	DNR	**WESO** 2.5	113.7		12.51	9.00	10.24	s 11.36PM	12.55		2.05	6.35PM	8.20
114										423.3		TULE 5.6	111.2		f 12.47	8.56	10.20	11.26	12.51		1.50	6.05	8.15
57										428.9		EGLON 5.1	105.6		f 12.38	8.49	10.12	11.18	12.44		1.30	5.35	8.00
100 W										434.0	DN	GOLCONDA 5.3	100.5		s 12.30	8.42	10.05	f 11.11	12.37		1.15	5.15	7.40
115 P										439.3		PREBLE 4.2	95.2		f 12.18	8.35	9.58	11.03	12.30		12.30	4.55	7.25
116										443.5		COMUS 4.6	91.0		f 12.12	8.29	9.52	10.57	12.24		12.12PM	4.35	7.10
116										448.1	N	IRON POINT 4.6	86.4		f 12.05PM	8.24	9.46	10.50	12.18		11.45AM	4.20	6.48
115										452.7		HERRIN 4.7	81.8		f 11.58AM	8.18	9.40	10.43	12.11		11.25	3.55	6.33
115										457.4		STONE HOUSE 3.9	77.1		f 11.51	8.12	9.34	10.35	12.04AM		11.10	3.25	6.15
82 FW										461.3	D	VALMY 5.0	73.2		f 11.46	8.07	9.29	10.30	11.59PM		10.53	3.05	6.00
102										466.3		MOTE 4.6	68.2		f 11.38	7.59	9.22	10.23	11.52		10.35	2.40	5.40
83										470.9		PIUTE 4.9	63.6		f 11.32	7.53	9.16	10.17	11.45		10.20	2.20	5.21
82 WP										475.8	DN	**BATTLE MOUNTAIN** 6.2	58.7		s 11.25	s 7.45	s 9.10	s 10.10	11.39		10.00	2.00	5.02
82										482.0		ROSNY 5.7	52.5		f 11.12	7.33	9.00	10.00	11.29		9.17	1.30	4.25
75										487.7		ARGENTA 5.2	46.8		f 11.02	7.24	8.53	9.52	11.21		8.55	1.00	4.00
110										492.9		MOSEL 5.6	41.6		f 10.53	7.16	8.46	9.45	11.13		8.35	12.35	3.36
115										498.5		FARREL 5.2	36.0		f 10.45	7.08	8.39	9.37	11.06		8.14	12.05PM	3.12
115										503.7		LADOGA 4.5	30.8		f 10.38	7.00	8.32	9.30	10.59		7.40	11.40AM	2.50
109 W										508.2	DN	BEOWAWE 4.5	26.3		s 10.30	6.53	8.26	f 9.24	10.53		7.10	11.20	2.25
116										512.7		CLURO 4.3	21.8		f 10.21	6.45	8.20	9.17	10.46		6.35	11.00	2.03
117										517.0		HARNEY 3.3	17.5		f 10.15	6.38	8.14	9.11	10.40		6.20	10.40	1.40
P										520.3		BARTH (Spur) 1.3	14.2		f 10.10						6.05		
115										521.6		GERALD 3.6	12.9		f 10.07	6.30	8.08	9.04	10.35		6.00	10.20	1.15
										525.2		E. N. Crossing 0.3	9.3										
										525.5		E. N. Crossing 0.2	9.0										
117 W										525.7	DN	**PALISADE** 5.5	8.8		s 9.55	f 6.23	8.00	f 8.56	10.29		5.45	9.55	12.55
58										531.2		TYROL 3.3	3.3		f 9.40	6.12	7.52	8.47	10.21		5.19	9.15	12.26
Yard PFWT										534.5	DNR	**CARLIN**	0.0		9.35AM	6.05PM	7.45PM	8.42PM	10.15PM		5.00AM	8.55AM	12.10PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily
	(2.55)	(2.55)	(2.55)	(2.45)		(1.35)	(1.15)	(1.15)	(1.08)			……Time over District……			(4.30)	(3.55)	(3.26)	(2.54)	(3.31)		(12.30)	(9.40)	(10.35)
	12.53	12.53	12.53	13.34		23.52	29.36	29.36	32.38			……Average speed per hour……			33.38	38.30	43.74	39.20	42.65		12.01	11.76	14.17

Eastward Trains will run over Western Pacific track and be governed by Western Pacific Time Table Weso to Carlin.

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Rose Creek.

Eastward. — FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO — Westward.

Eastward Trains will run over Western Pacific track and be governed by Western Pacific Time Table Carlin to Alazon.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Automatic Block	Time Table No. 3 June 8, 1919	Distance from Montello	FIRST CLASS					SECOND CLASS		
	268	254	316	262	10	6	20	2					5	19	9	71	1	155	253	315
	Fast Freight	Ogden Manifest Freight	Local Freight	Fast Freight	Express	Atlantic Express	Pacific Limited	Overland Limited			STATIONS		San Francisco Limited	Pacific Limited	Fast Mail	Western Pacific Passenger	Overland Limited	Western Pacific Freight	Ogden Manifest Freight	Local Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard PFWT									534.5	DNR	**CARLIN** 3.0	127.4	s 9.25AM	s 5.55PM	s 7.40PM	s 8.40PM	s 10.10PM	8.35AM	11.10AM	4.10PM
58									537.5		VIVIAN 2.8	124.4	9.16	5.48	7.36	8.35	10.03	8.15	10.55	3.50
114									540.3		TONKA 4.2	121.6	9.10	5.43	7.32	8.31	9.58	8.05	10.42	3.44
115									544.5		MOLEEN 5.8	117.4	f 9.02	5.35	7.27	8.24	9.51	7.45	10.22	3.33
58									550.3		AVENEL 4.6	111.6	8.54	5.25	7.20	8.15	9.43	7.30	9.57	3.18
									554.9		WEST ELKO 1.1	107.0								
102 WP									556.0	DN	**ELKO** (W.P.Terminal) 0.8	105.9	s 8.42	s 5.15	7.10	s 8.05 7.57	s 9.33	7.00 5.00	9.30	3.00
									556.8		EAST ELKO 3.7	105.1								
58									560.5		COIN 4.3	101.4	f 8.27	5.03	6.58	7.40	9.20	4.43	9.10	2.15
85									564.8		OSINO 3.0	97.1	f 8.20	4.56	6.53	7.34	9.14	4.30	8.47	2.00
116									567.8		RYNDON 5.6	94.1	f 8.15	4.50	6.49	7.30	9.09	4.20	8.15	1.40
59 W									573.4		ELBURZ 3.3	88.5	f 8.05	4.39	6.41	7.21	9.00	4.05	7.50	1.15
112									576.7	D	HALLECK 4.5	85.2	f 7.59	4.33	6.37	f 7.16	8.55	3.52	7.35	12.45
58									581.2		RASID 4.1	80.7	7.50	4.25	6.31	7.09	8.48	3.40	7.15	12.20PM
58									585.3		NATCHEZ 4.3	76.6	f 7.40	4.17	6.26	7.03	8.42	3.27	6.56	11.58AM
120 W									589.6	D	DEETH 4.8	72.3	s 7.30	f 4.10	6.21	s 6.56	8.35	3.15	6.35	11.35
66									594.4		NARDI 4.7	67.5	7.20	4.02	6.15	6.49	8.29	3.03	6.12	11.15
164 P									599.1		**TULASCO** 4.5	62.8	f 7.10	3.54	6.09	6.43	8.23	2.50	5.50	11.02
60	1.15AM	5.00PM	11.55AM	9.30AM	11.30PM	f 10.00PM	11.28AM	7.28AM	603.6	DNR	**ALAZON** 3.9	58.3	7.00	3.47	6.03	6.36PM	8.17	2.35AM	5.35	10.40
100 PFWY	1.35	5.20	12.22PM	10.00	s 11.45	s 10.15	s 11.40	s 7.40	607.5	DNR	**WELLS** 3.6	54.4	s 6.50	s 3.40	5.58		s 8.10		5.20	10.00
60	1.55	5.50	12.45	10.20	11.58PM	f 10.28	11.52	7.52	611.1		KAW 2.3	50.8	6.41	3.31	5.50		7.59		4.53	9.45
66	2.10	6.00	1.00	10.35	12.07AM	f 10.37	11.58AM	7.59	613.4		CEDAR 3.0	48.5	6.36	3.26	5.46		7.54		4.43	9.35
125 PY	2.25	6.20	1.20	10.55	12.19	f 10.49	12.08PM	8.07	616.4	DN	MOOR 3.7	45.5	f 6.30	3.21	5.42		7.48		4.30	9.20
115 W	2.35	6.33	1.35	11.15	12.25	f 10.55	12.14	8.13	620.1		ANTHONY 4.0	41.8	6.24	3.14	5.37		7.42		4.18	9.00
115	2.47	6.45	1.50	11.27	12.33	f 11.03	12.20	8.20	624.1		HOLBORN 3.4	37.8	f 6.17	3.08	5.32		7.35		4.05	8.45
116	2.58	7.00	2.05	11.40	12.39	f 11.09	12.25	8.26	627.5		FENELON 4.3	34.4	f 6.11	3.02	5.27		7.30		3.49	8.26
115	3.08	7.23	2.25	11.55AM	12.46	f 11.16	12.32	8.33	631.8		PEQUOP 5.0	30.1	f 6.05	2.55	5.21		7.23		3.37	8.10
115	3.22	7.50	2.47	12.10PM	12.54	f 11.24	12.39	8.41	636.8		ICARUS 3.8	25.1	5.58	2.47	5.14		7.15		3.22	7.48
116 PWY	3.35	8.14	3.00	12.30	1.00	f 11.30	12.44	8.48	640.6		VALLEY PASS 4.2	21.3	f 5.50	2.40	5.08		7.08		3.10	7.15
150 W	3.50	8.40	3.15	12.53	s 1.10	s 11.40	s 12.53	f 8.58	644.8	DN	**COBRE** 1.6	17.1	s 5.40	s 2.30	5.01		6.58		2.45	6.55
113	3.57	8.47	3.22	12.59	1.13	f 11.43	12.56	9.01	646.4		OMAR 3.4	15.5	5.25	2.20	4.59		6.55		2.38	6.45
115 W	4.20	9.10	3.40	1.12	1.18	f 11.48	1.01	9.06	649.8		LORAY 3.1	12.1	f 5.17	2.13	4.52		6.48		2.23	6.16
58	4.40	9.25	4.00	1.22	1.24	f 11.54	1.05	9.11	652.9		TIOGA 2.4	9.0	5.11	2.07	4.45		6.41		2.10	6.00
118	5.05	9.35	4.10	1.30	1.29	f 11.59PM	1.08	9.14	655.3		ULLIN 2.1	6.6	5.05	2.02	4.40		6.36		1.40	5.48
58	5.15	9.45	4.18	1.40	1.34	f 12.04AM	1.11	9.17	657.4		NOBLE 2.2	4.5	4.58	1.57	4.35		6.31		1.34	5.36
88	5.25	9.55	4.31	1.52	1.39	f 12.09	1.14	9.20	659.6		BANVARD 2.3	2.3	f 4.52	1.52	4.31		6.26		1.15	5.25
Yard FWY	5.55AM	10.10PM	4.45PM	2.10PM	s 1.45AM	s 12.15AM	s 1.20PM	s 9.25AM	661.9	DNR	**MONTELLO**	0.0	4.45AM	1.45PM	4.25PM		6.20PM		1.00AM	5.10AM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(4.40) 12.55	(5.10) 11.34	(4.50) 12.12	(4.40) 12.55	(2.15) 26.04	(2.15) 26.04	(1.52) 31.30	(1.57) 30.05			……………Time over District…………… ……………Average Speed per Hour……………		(4.40) 27.65	(4.10) 30.57	(3.15) 39.20	(2.04) 33.29	(3.50) 33.23	(6.00) 17.20	(10.10) 12.53	(11.00) 11.58

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Montello.

Eastward.

FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 3 June 8, 1919	Distance from Ogden	FIRST CLASS				SECOND CLASS		
	254	262	206	268	318	20	2	10	6				5	19	9	1	317	205	253
	Ogden Manifest Freight	Fast Freight	Mixed	Fast Freight	Local Freight	Pacific Limited	Overland Limited	Express	Atlantic Express				San Francisco Limited	Pacific Limited	Fast Mail	Overland Limited	Local Freight	Mixed	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Wednesday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	EB | WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tuesday only	Arrive Daily
Yard FWY	11.00PM	3.00PM	8.50AM	7.00AM	5.30AM	1.25PM	9.30AM	1.55AM	12.25AM	661.9	DNR **MONTELLO** 6.9 | 6.9	120.4 | 121.3	s 4.35AM	s 1.40PM	s 4.20PM	s 6.15PM	3.30PM	s 5.30PM	12.15AM
127	11.23	3.25	f 9.05	7.20	6.00	1.35	9.40	f 2.05	f 12.38	668.8	D TECOMA | TECOMA 5.5 | 2.3	113.5 | 114.4	f 4.15	f 1.30	4.11	6.05	3.10	f 5.08	11.55PM
133	11.42	3.50	9.20	7.40	6.20	1.43	9.50	2.15	f 12.52	674.3	GARTNEY (Spur) | GROUSE 5.5 | 9.6	108.0 | 112.1	4.05	1.25	4.08	6.01	2.55	5.01	11.45
124 PWY	11.59PM	4.15	s 9.35AM	7.59	6.45	f 1.51	10.00	2.23	f 1.06	679.8	DNR **LUCIN** 4.7	102.5	f 3.45	f 1.00	3.51	5.40	2.15	4.30PM	10.55
117 P	12.25AM	4.30		8.25	7.10	**1.58**	10.07	2.30	f 1.13	684.5	PIGEON 4.3	97.8	f 3.35	12.51	3.45	5.31	**1.58**		10.25
115	12.50	4.45		8.50	7.25	2.04	10.13	2.42	f 1.20	688.8	TECK 4.4	93.5	f 3.26	12.43	3.39	5.23	1.35		10.10
116	**1.30**	**5.16**		9.20	7.45	2.10	10.19	2.55	f **1.30**	693.2	JACKSON 4.4	89.1	3.18	12.35	3.33	**5.16**	1.11		9.50
116	1.55	5.30		9.45	8.05	2.16	10.25	**3.10**	f 1.38	697.6	BEPPO 4.5	84.7	f **3.10**	12.28	3.27	5.09	12.45		9.35
114 PW	2.10	5.50		10.00	8.30	2.25	10.33	f 3.20	f 1.49	702.1	DN LEMAY 4.3	80.2	f 3.02	f **12.20**	3.21	5.01	**12.20PM**		9.15
115 P	2.22	6.15		10.15	8.59	2.32	10.41	3.27	f 2.00	706.4	NEWFOUNDLAND 4.7	75.9	f 2.57	12.10	3.15	4.53	11.55AM		8.50
116 P	**2.50**	6.30		**10.48**	9.25	2.38	**10.48**	3.34	f 2.11	711.1	GROOME 5.2	71.2	**2.50**	12.03PM	3.09	4.47	11.37		8.35
117	3.10	6.50		**11.20**	9.45	2.46	10.55	3.41	f 2.24	716.3	ALLEN 4.4	66.0	f 2.42	11.55AM	3.02	4.39	**11.20**		8.15
116 Y	**3.50**	7.20		**11.48AM**	10.12	**2.56**	**11.03**	**3.50**	f **2.35**	720.7	HOGUP 4.6	61.6	f **2.35**	**11.48**	**2.56**	4.32	**11.03**		7.55
116 P	4.26	**7.37**		12.01PM	**10.40**	3.03	11.10	3.57	f 2.47	725.3	OLNEY 4.7	57.0	2.22	11.40	2.50	4.25	**10.40**		**7.37**
115 PW	4.50	7.52		12.15	10.55	3.09	11.17	4.03	f 2.58	730.0	STRONGKNOB 4.6	52.3	f 2.12	11.33	2.44	4.19	10.25		7.20
57 F	5.15	8.15		12.30	11.25	f 3.18	11.25	f 4.12	f 3.10	734.6	DN **LAKESIDE** 4.7	47.7	f 2.00	f 11.25	2.38	4.12	10.10		7.00
-										739.3	RAMBO (Spur) 1.8	43.0							
P	5.45	8.45		1.00	11.50AM	3.32	11.39	4.26	3.30	741.1	**ENGLE** 3.7	41.2	1.39	11.11	2.25	3.58	9.25		6.30
115 P	6.15	9.15		1.25	12.15PM	**3.46**	11.53AM	4.40	f 3.42	744.8	DN MIDLAKE 5.3	37.5	f 1.26	f 10.58	2.13	**3.46**	9.00		6.05
115 P	6.45	9.45		**1.57**	12.45	4.02	12.09PM	4.56	f 3.58	750.1	COLIN 5.1	32.2	1.10	10.42	**1.57**	3.30	8.30		5.35
109 P	7.10	10.10		2.22	1.15	4.14	12.22	5.10	f 4.10	755.2	SALINE 3.3	27.1	f 12.58	f 10.30	1.46	3.19	7.55		5.12
126 PW	**7.35**	10.35		2.42	**1.41**	f 4.20	12.28	f 5.16	f 4.20	758.5	DN PROMONTORY PT. 5.2	23.8	f 12.52	f 10.24	**1.41**	3.14	**7.35**		5.00
116 P	8.00	11.00		**3.02**	**2.10**	**4.35**	12.41	5.32	f 4.32	763.7	BAGLEY 4.8	18.6	f 12.38	10.12	1.29	**3.02**	7.05		**4.35**
116	8.25	11.25		3.27	**2.30**	4.45	12.50	5.42	f 4.43	768.5	LITTLE MOUNTAIN 4.0	13.8	12.28	10.02	1.20	2.53	6.35		4.10
148	8.45	11.45PM		**3.50**	**2.48**	4.52	12.58	5.50	f 4.52	772.5	REESE 3.0	9.8	f 12.22	9.56	1.14	**2.48**	6.15		**3.50**
						4.57	**1.03**	**6.05**	4.57	775.5	**WEBER JUNCTION** 0.8	6.8	12.16	9.50	**1.09**	2.43	**6.05**		3.30
141 P	9.05	12.05AM		4.10	3.00	5.00	1.05	f 6.10	f 5.00	776.3	D WEST WEBER 5.2	6.0	f 12.11	9.45	1.05	2.40	5.55		3.25
						5.14	1.19	6.24	5.14	781.5	**CECIL JUNCTION** D. & R. G. Crossing 0.8	0.8	12.04	9.38	12.58	2.33			
Yard POFWT	**9.30AM**	12.35AM		4.35PM	3.30PM	s 5.20PM	s 1.25PM	s 6.30AM	s **5.20AM**	782.3	DNR **OGDEN**	0.0	12.01AM	**9.35AM**	12.55PM	2.30PM	**5.30AM**		3.00PM
	Arrive Daily	Arrive Daily	Arrive Wednesday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tuesday only	Leave Daily
	(10.30) 11.46	(9.35) 12.56	(0.45) 23.68	(9.35) 12.56	(10.00) 12.04	(3.55) 30.74	(3.55) 30.74	(4.35) 26.27	(4.55) 24.47		............Time over District............... ....Average speed per hour..........		(4.34) 26.35	(4.05) 25.40	(3.25) 35.23	(3.45) 32.16	(10.00) 12.04	(1.00) 17.13	(9.15) 13.01

Double Track

Automatic Block

Double Track

Double track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Lucin.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS		Distance from San Francisco		Time Table No. 3	Distance from Ogden	SECOND CLASS		
		206	182			June 8, 1919		181	205	
		Mixed	Mixed					Mixed	Mixed	
		Leave Wed. only	Leave Mon., Wed., Thurs., Sat.			STATIONS		Arrive Mon., Tues., Thurs., Sat.	Arrive Tuesday only	
124 YWP	Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.	9.50AM		679.4	DNR	**LUCIN** 12.5	146.9		s 4.20PM	Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.
56		f 10.30		691.6		BOVINE 8.2	134.4		f 3.45	
15 P		f 11.05		699.8		WATERCRESS 2.3	126.2		f 3.10	
126				702.1		TERRACE 10.7	123.9			
38 Y		f 11.40AM		712.8		MATLIN 9.8	113.2		f 2.35	
43 Y		f 12.10PM		722.6		OMBEY 4.7	103.4		f 2.05	
51		f 12.25		727.3		PEPLIN 6.8	98.7		f 1.45	
106 FPYW		s 12.50PM	1.20PM	734.1	DR	**KELTON** 9.8	91.9	s 12.50PM	1.20PM	
				743.9		NELLA (Spur) 4.7	82.1			
48			f 2.02	748.6		MONUMENT 2.9	77.4	f 12.13		
P			f 2.12	751.6	D	KOSMO (Spur) 4.1	74.4	f 12.05PM		
49			f 2.25	755.6		LAKE 9.4	70.4	f 11.55AM		
49 W			s 3.03	765.0		ROZEL 7.9	61.0	s 11.30		
117 P			s 3.35	772.9		PROMONTORY 5.9	53.1	s 11.10		
48			f 3.55	778.8		SURBON 3.2	47.2	f 10.48		
49 P			f 4.05	782.0	D	LAMPO 2.4	44.0	f 10.35		
93 W			f 4.15	784.1		BLUE CREEK 4.0	41.6	f 10.25		
48			f	788.4		CONNOR 5.4	37.6	f		
49			f	793.8		BALFOUR 2.7	32.2	f		
17			f	796.5		DATHOL 1.6	29.5			
				798.1		STOKES (Spur) 3.2	27.9			
61 P			s 5.25PM	801.3	DR	**CORINNE** 1.6	24.7	9.40AM		
				802.9		CORINNE JCT. 6.1	23.1			
				809.0		ENDA 7.2	17.0			
				816.2		BONNEVILLE 9.0	9.8			
				825.2		CECIL JCT. 6.8	0.8			
POFWT				826.0	DNR	**OGDEN**	0.0			
		Arrive Wed. only	Arrive Mon., Wed., Thurs., Sat.			(146.9)		Leave Mon., Tues., Thurs., Sat.	Leave Tuesday only	
		(3.00)	(4.05)			Time Over District		(3.10)	(3.00)	
		18.33	16.65			Average speed per hour		21.22	18.33	

FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Eastward Tecoma Spur Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.			Distance from Tecoma		Time Table No. 3	Distance from End of Track	
					June 8, 1919		
					STATIONS		
127			0.0	D	**TECOMA** 4.2	4.3	
			4.2		COPPER CO.'S TIPPLE 0.1	0.1	
			4.3		**TUTTLE**	0.0	
					(4.3)		

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Eastward Tulasco Branch Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS	Distance from San Francisco		Time Table No. 3	Distance from Metropolis	SECOND CLASS	
		188			June 8, 1919		187	
		Local Freight					Local Freight	
		Leave Thurs.			STATIONS		Arrive Thurs.	
27 Y		11.45AM	607.1	R	**METROPOLIS** 8.0	0.0	11.30AM	
164		12.01PM	599.1	R	**TULASCO**	8.0	11.15AM	
		Arrive Thurs.			(8.0)		Leave Thurs.	
		(0.16)			Time over District		(0.15)	
		30.00			Average Speed per hour		32.00	

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 3 June 8, 1919	Distance from Mina	FIRST CLASS	SECOND CLASS	
	194 Local Freight	190 Mixed		24 Tonopah Express					23 Tonopah Express	189 Mixed	193 Local Freight
	Leave Monday, Wed. and Fri.	Lv. Daily		Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tuesday, Thurs. and Sat.
TYWFP 161	8.00AM			9.30PM	288.1	DNR	**HAZEN** 4.8	128.9	s 4.05AM		5.15PM
105	8.20			f 9.42	292.9		BANGO 2.3	124.1	f 3.50		4.50
				f 9.48	295.2		LAHONTAN (Spur) 2.7	121.8	f 3.45		
51	8.45			f 9.54	297.9		RUGBY 4.6	119.1	f 3.39		4.32
103	9.05			f 10.07	302.5		HAWES 4.5	114.5	f 3.30		4.20
51 W	9.17			f 10.18	307.0		APACHE 5.5	110.0	f 3.19		3.55
51	9.37			f 10.30	312.5		PAWNEE 1.3	104.5	f 3.05		3.25
20					313.8		WEEKS 2.6	103.2			
P71 FY	9.55	12.45PM		s 10.40	316.4	DR	**CHURCHILL** 11.4	100.6	s 2.55	2.30PM	3.05
					327.8		N. C. B. CROSSING 0.2	89.2			
129 PYW	10.35	1.15PM		s 11.20	328.0	DR	**WABUSKA** 3.9	89.0	s 2.30	2.00PM	2.30
				f	331.9		LUX (Spur) 2.7	85.1			
31	10.55			f 11.37	334.6		MOQUIST 9.1	82.4	f 2.08		1.45
33 P	11.20			f 11.53PM	343.7		RIO VISTA 4.0	73.3	f 1.54		1.25
38	11.45AM			f 12.03AM	347.7		RESERVATION 6.5	69.3	f 1.47		1.10
63 W	12.30PM			s 12.20	354.2	D	SCHURZ 7.2	62.8	s 1.30		12.50
45	12.55			f 12.35	361.4		STUCKEY 5.9	55.6	f 1.15		12.01PM
31 P	1.15			f 1.03	367.3		GILLIS 2.0	49.7	f 1.03		11.30AM
				f	369.3		NOLAN (Spur) 7.3	47.7	f		
40 P	1.40			f 1.25	376.6		MAGNUS 2.2	40.4	f 12.51		10.55
					378.8		WALKER (Spur) 5.6	38.2			
87	2.30			s 1.50	384.4	D	THORNE 5.0	32.6	s 12.37		10.30
52	2.55			f 2.02	389.4		DOVER 4.6	27.6	f 12.24		10.12
42	3.20			f 2.12	394.0		KINKEAD 3.6	23.0	f 12.16		10.00
W				f	397.6		ACME TANK (No Siding) 3.5	19.4	f		
38 P	3.45			f 2.25	401.1		ACME 7.1	15.9	f 12.05AM		9.35
32	4.45			s 2.40	408.2	D	LUNING 5.7	8.8	s 11.55PM		9.10
				f	413.9		NEW BOSTON (No Siding) 3.1	3.1	f		
Yard PFOWY	5.30PM			s 3.00AM	417.0	DR	**MINA**	0.0	s 11.40PM		8.30AM
	Arrive Monday Wed. and Fri.	Ar. Daily		Arrive Daily			(128.9)		Leave Daily	Leave Daily	Leave Tuesday, Thurs. and Sat.
	(9.30) 13.57	(0.30) 23.20		(5.30) 23.31			………… Time over District. ………… ………… Average Speed per Hour…………		(4.25) 29.18	(0.30) 23.20	(8.45) 14.73

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch (Narrow Gauge) — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 3 June 8, 1919	Distance from Keeler	FIRST CLASS		SECOND CLASS	
	196 Mixed	192 Mixed	24 T. & G. Tonopah Express					23 T. & G. Tonopah Express		191 Mixed	195 Mixed
	Lv. Sunday only	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Sunday only
Yard PFOWY		7.30AM	3.40AM	417.0	DR	**MINA** 3.5 Joint Track Three Rails	159.5	s 11.20PM		s 7.15PM	
		f 7.40	f 3.55	420.5		SODAVILLE (Spur) 4.5	156.0	f 11.05		f 7.03	
		f	f	425.0		RHODES (Spur) 1.0	151.5	f		f	
		s 8.00	s 4.10AM	426.0	DR	**TONOPAH JCT.** 6.4	150.5	10.50PM		s 6.45	
28 PW		f 8.40		432.4		BELLEVILLE 3.0	144.1			f 6.05	
Y		f 8.50		435.4		**FILBEN** 3.3	141.1			f 5.45	
		f		438.7		LITTLE SUMMIT (Spur) 6.1	137.8			f	
				444.8		RAYDEL (Spur) 5.6	131.7				
26 PW		f 10.00		450.4		BASALT 7.7	126.1			f 4.45	
32 Y		s 10.45		458.1	D	MT. MONTGOMERY 8.6	118.4			s 4.15	
20 PW		s 11.25		466.7		QUEEN 2.1	109.8			s 3.30	
				468.8		STATE LINE 7.2	107.7				
32 P		f 11.55AM		476.0		BENTON 11.0	100.5			f 2.58	
15 YPW		f 12.30PM		487.0		HAMMIL 2.4	89.5			f 2.28	
		f		489.4		DEHY (Spur) 1.9	87.1			f	
		f 12.42		491.3		SHEALY (Spur) 7.8	85.2			f 2.15	
21 P		f 1.05		499.1		CHALFANT 7.7	77.4			f 1.50	
61 PFTW	3.20PM	¶ 1.25 2.15		506.8	DR	**LAWS** 2.8	69.7			¶ 1.30 12.45	s 12.45PM
	f	f		509.6		POLITA (No Siding) 2.1	66.9			f	f
7	f 3.35	f 2.30		511.7		BIGELOW 4.4	64.8			f 12.22	f 12.22
11	f 3.50	f 2.45		516.1		BLACK CANYON 6.6	60.4			f 12.07PM	f 12.07PM
19	s 4.12	s 3.05		522.7	D	ZURICH 2.8	53.8			s 11.47AM	s 11.47AM
12	f 4.19	f 3.15		525.5		MONOLA 3.9	51.0			f 11.30	f 11.30
6	f 4.30	f 3.30		529.4		ELNA 6.8	47.1			f 11.20	f 11.20
21 PW	f 4.50	f 3.55		536.2		ABERDEEN 14.1	40.3			f 10.58	f 10.58
21 W	s 5.30	s 4.32		550.3	D	KEARSARGE 4.9	26.2			s 10.15	s 10.15
11	f 5.45	f 4.50		555.2		MANZANAR 4.6	21.3			f 10.08	f 10.08
54 P	s 6.00	s 5.10		559.8	D	**OWENYO** 3.9	16.7			s 9.50	s 9.50
20 P	f 6.12	f 5.24		563.7		MT. WHITNEY 5.0	12.8			f 9.18	f 9.38
	f	f		568.7		ALICO (Spur) 2.7	7.8			f	f
	f	f		571.4		MOCK (Spur) 0.8	5.1			f	f
11	f 6.38	f 5.50		572.2		TRAMWAY 4.3	4.3			f 8.50	f 9.12
50 WY	s 6.50PM	s 6.10PM		576.5	DR	**KEELER**	0.0			8.35AM	9.00AM
	Ar. Sunday only	Arrive Daily Ex. Sunday	Arrive Daily			(159.5)		Leave Daily		Leave Daily Ex. Sunday	Leave Sunday only
	(3.30) 19.91	(10.40) 15.95	(0.30) 18.00			………… Time over District ………… …………Average Speed per Hour…………		(0.30) 18.00		(10.40) 15.95	(3.45) 18.58

Westward Trains are Superior to Trains of the Same Class in Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward | Nevada & California Branch | Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 190 Mixed Leave Daily	Distance from San Francisco		Time Table No. 3 June 8, 1919 STATIONS	Distance from Churchill	SECOND CLASS 189 Mixed Arrive Daily
Yard PT	10.45AM	342.4	DR	**MOUND HOUSE** 6.0	26.0	s 4.30PM
20 W	s 11.15AM	336.4	D	DAYTON 2.3	20.0	s 4.00
		334.1		RANDALL (Spur) 3.9	17.7	
	f	330.2		CANTY (Spur) 2.8	13.8	f
	f	327.4		SPUR A (Spur) 2.6	11.0	f
	f 12.05PM	324.8		CLIFTON (Spur) 2.5	8.4	f 3.10
	f	322.3		LYON (Spur) 1.6	5.9	f
	f	320.7		TUGELA (Spur) 4.3	4.3	f
71 PFY	s 12.35PM	316.4	DR	**CHURCHILL**	0.0	2.40PM
	Arrive Daily			(26.0)		Leave Daily
	(1.50)			Time Over District		(1,50)
	14,18			Average Speed per Hour		14,18

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward | Candelaria Spur (Narrow Gauge) | Westward

Distance from Filben	Time Table No. 3 June 8, 1919	Distance from Candelaria
0.0	**FILBEN** 5.5	5.5
5.5	**CANDELARIA**	0.0

FROM SAN FRANCISCO—Sparks Sub-Division —TOWARD SAN FRANCISCO

Eastward | Fallon Branch | Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 202 Mixed Leave Daily	Distance from San Francisco		Time Table No. 3 June 8, 1919 STATIONS	Distance from Fallon	THIRD CLASS 201 Mixed Arrive Daily
161 PTFWY	10.43AM	288.1	DNR	**HAZEN** 5.4	15.8	s 4.47PM
59	f 11.05	293.5		MAHALA 4.6	10.4	f 4.25
61	f 11.25	298.1		MIRAGE 5.8	5.8	f 4.05
Yard PWY	s 11.45AM	303.9	DR	**FALLON**	0.0	3.45PM
	Arrive Daily			(15.8)		Leave Daily
	(1.02)			Time Over District		(1.02)
	15.00			Average Speed per Hour		15.00

FROM SAN FRANCISCO TOWARD SAN FRANCISCO

Eastward | Susanville Sub-Division | Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 198 Mixed Leave Daily Ex. Sunday	SECOND CLASS 184 Mixed Lv. Monday, Wednesday, Friday	FIRST CLASS 28 Westwood Passenger Leave Daily	Distance from San Francisco		Time Table No. 3 June 8, 1919 STATIONS	Distance from Westwood	FIRST CLASS 27 Reno Passenger Arrive Daily	SECOND CLASS 183 Mixed Ar. Tuesday, Thursday, Saturday	SECOND CLASS 197 Mixed Arrive Daily Ex. Sunday
244 PY		7.30AM	From Western Pacific Railroad at Flanigan	276.1	DNR	**FERNLEY** 2.0	135.2	To Western Pacific Railroad at Flanigan	s 5.30PM	
151 W		s 7.50		278.1	D	WADSWORTH 3.1	133.2		s 5.20	
63 Y		f 8.00		281.2		DODGE 9.3	130.1		f 5.05	
64		f 8.20		290.5		NUMANA 5.0	120.8		f 4.45	
22		f 8.35		295.5		LIBBY 3.9	115.8		f 4.20	
66		f 8.42		299.4		HESLIP 5.4	111.9		f 4.02	
		f		304.8		ROMOLO (Spur) 3.4	106.5		f 3.40	
97 W		f 9.05		308.2		SUTCLIFFE 8.4	103.1		f 3.25	
65		f 9.28		316.6		BRISTOL 5.2	94.7		f 3.00	
34 W		f 9.45		321.8		BIG CANYON 4.3	89.5		f 2.40	
64		f 10.00		326.1		ZENOBIA 6.7	85.2		f 2.20	
65		f 10.30		332.8		ASTOR 2.8	78.5		f 1.55	
64		10.50		335.6		EASTON 0.8	75.7		1.47	
Y I		f 10.55	12.20PM	336.4	DR	**FLANIGAN** W. P. Crossing 8.8	74.9	s 3.55PM	f 1.45	
88		f 11.30	f 12.40	345.2		STACY 9.6	66.1	f 3.35	f 1.20	
109		f 11.55AM	f **12.55**	354.8		AMEDEE 3.9	56.5	f 3.17	**12.55**	
76 PW		s 12.15PM 12.35	s 1.05	358.7	D	**WENDEL** N. C. O. Crossing 2.9	52.6	s 3.10	12.15PM s 11.50AM	
		f	f	361.6		ANTOLA (No Siding) 5.5	49.7	f	f	
128		s **1.25**	s **1.25**	367.1	D	LITCHFIELD 7.8	44.2	s 2.50	s 11.20	
138		f 1.48	f 1.38	374.9		LEAVITT 4.8	36.4	f 2.30	f 10.50	
				379.7		GEIGER (Spur) 1.7	31.6			
Yard PYFW		s **2.05**PM	1.47	381.4		SUSANYARD 0.5	29.9	**2.12**	10.30AM	
20 P	1.00PM		s 1.50 2.10	381.9	DR	**SUSANVILLE** 8.2	29.4	s 2.10		s 9.35AM
69	f **1.40**		f 2.35	390.1		BUNNEL 4.7	21.2	f **1.40**		f 9.00
64 W	f 2.05		f 2.57	394.8		GOUMAZ 2.5	16.5	f 1.22		f 8.30
			f	397.3		WHEATON (Spur) 2.8	14.0	f		
71 Y	f 2.25		f 3.16	400.1		WESTWOOD JCT. 6.5	11.2	f 1.05		f 8.10
64	f 2.50		f 3.31	406.6		FACHT 3.5	4.7	f 12.47		f 7.50
65	f 3.05		f 3.42	410.1		CONMAN 1.2	1.2	f 12.35		f 7.35
Yard PWY	s 3.10PM		s 3.50PM	411.3	DR	**WESTWOOD**	0.0	12.30PM		7.30AM
	Arrive Daily Ex. Sunday	Ar. Monday, Wednesday, Friday	Arrive Daily			135.2		Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily Ex. Sunday
	(2.10)	(6.35)	(3.30)			Time Over District		(3.25)	(7.00)	(2.05)
	13.80	16.07	23.65			Average Speed per Hour		21.92	15.99	14.35

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND AND THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

WATCH INSPECTORS.

W. R. Adams	West of Imlay.
J. S. Lewis & Co.	Imlay and east.

BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

CLEARANCES.

1. Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.

2. Trains must obtain clearance card (Form 2643) before leaving Hazen and Susanville, Lucin on Promontory Branch and before leaving Elko, Western Pacific station. Authorization by clearance card of a regular westward train originating at Alazon is authority to use the schedule to Elko only, where a new clearance must be obtained authorizing movement Elko to Carlin.

REGISTERING.

3. Nos. 185 and 186 will register at Fernley.

4. At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

5. Westward trains will leave registering ticket, Form 2642, with operators Rose Creek and Lucin, who will register for them. Eastward trains will leave registering ticket, Form 2642, with operator Nenzel, who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Nenzel except when run over eastward track; but this does not relieve them from checking register at Nenzel, Rose Creek and Lucin when required by the rules. Extra trains will not register at Rose Creek. Trains required to register will stop and register when above offices are closed. See Rules 13 and 16 of Special Rules governing use of paired tracks between Weso and Alazon for register instructions Weso and Alazon.

Westward trains, except Numbers Nine and One, will register in Western Pacific dispatcher's office Elko. Numbers Nine and One will register by ticket at Elko.

TRAIN AND AIR INSPECTION.

6. Running inspection must be made of all passenger equipment when pulling out of sidings, when passing to double track, Nenzel and Lakeside, and to single track, Rose Creek, Engle and Weber Jct.

7. Eastward freight trains will approach under control and will stop at Ditho, Clark or Thisbe, Apache and Tioga, and westward freight and mixed trains at Cluro, Beowawe or Ladoga, Bunnel, Litchfield and Elburz or Halleck for trainmen to examine their trains. Also at Fernley on freight and mixed trains originating at Hazen. All Eastward freights stop at either Lucin or Pigeon for inspection. Should train have reason to stop at Lucin, inspection may be made at that point. Otherwise it will be made at Pigeon. After a continuous run of thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

8. In addition to tests at initial stations, air brakes on all trains must be tested from rear of trains after brake pipe has been separated from any cause, and must be tested from rear of train before leaving Mt. Montgomery and Westwood Junction and on all eastward freight trains at Valley Pass, and on westward freight trains at Moor.

9. On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be one hundred and fifty (150) M's per operative brake.

10. Freight and mixed trains must use retainers, Moor to Wells, and Valley Pass to Montello, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Wheaton Spur to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Moundhouse to Dayton, Gartney Hill 45 cars or more. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
When issuing an order Form "G," Example 3.
When giving any train right over all trains.
When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

11. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

11-A. On **DOUBLE TRACK** when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop poosition, not less than one-half mile distant.

11-B. Within limits of established yards it will not be necessary to wait five (5) minutes before moving through cross-over.

11-C. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

11-D. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

11-E. When a train which is to take siding at meeting or passing point finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

11-F. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

11-G. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

11-H. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

12. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL RULES FOR THE JOINT OPERATION OF TRAINS ON SOUTHERN PACIFIC AND WESTERN PACIFIC RAILROADS BETWEEN ALAZON AND WESO, SUPERSEDING ANY RULE OR SPECIAL INSTRUCTIONS INCONSISTENT HEREWITH.

1. Westward Western Pacific trains will move over the Southern Pacific track Alazon to Weso, and Eastward Southern Pacific trains will move over the Western Pacific track Weso to Alazon, unless otherwise directed.

The track of each railroad will be operated as a single track under its respective superintendent, time-table and rules.

2. Westward trains of both railroads will move over the detour main track via the Western Pacific station at Elko, and must not exceed a speed of ten (10) miles an hour over this detour.

The normal position of switches at East Elko and West Elko will be for the Elko detour.

Eastward trains of both railroads will move over the detour main track via Southern Pacific station at Carlin, and must not exceed a speed of ten (10) miles an hour over this detour.

The normal position of switches at West Carlin and East Carlin will be for the Carlin detour.

Trains must approach and pass through Alazon and Weso under control (caution) not exceeding twelve (12) miles an hour.

3. Between the points of divergence, where Southern Pacific and Western Pacific tracks parallel within the Southern Pacific Carlin yard and Western Pacific Elko yard, the main track may be occupied without protection, except when on the time of a first-class train, or during blizzards or other elements that may obscure the view.

In other parts of Carlin and Elko yards and in other yards and station limits between Weso and Alazon, inclusive, Rule 99 must be observed.

4. Trains must approach all stations where the view is obscured (not included in block signal limits) at a rate of speed that will enable them to stop should an emergency arise.

Responsibility for collision rests with the following train, but this does not relieve the leading train from protecting itself.

5. **AUTOMATIC BLOCK SIGNALS**—With the exception of Carlin yard and Elko detour single track automatic block signals are in operation on the Southern Pacific track between Alazon and Weso.

When a Westward train on this track is stopped by block signal it may proceed after waiting one minute, running under control (caution), not exceeding six (6) miles an hour except when it is known by train orders or by an opposing schedule of the time-table, that an opposing movement is being made, then train may proceed when signal is cleared, or if not cleared, send a flagman in advance, immediately; wait five minutes, or longer if conditions warrant, after flagman has started, and then proceed under control (caution) to the next clear signal, or, if the signal next in advance is in plain view, and track ahead is seen to be clear, proceed under control (caution), not exceeding six (6) miles an hour.

Should it become necessary to authorize an Eastward train to move over the Southern Pacific track, Westward trains which have been advised, and Eastward train so authorized to move, will then apply that portion of Southern Pacific Rule 504 governing movement on single track.

6. **MARKERS**—If an Eastward train is authorized to move over the Southern Pacific track, or a Westward train over the Western Pacific track, from and to any station between Alazon and Weso, inclusive, under time-table or train order authority, it must by night display green lights to the front and side, and a green light to the rear on the side next to the other track, and a red light to the rear on the opposite side.

7. **CROSSING OVER**—Except at Alazon and Weso, and at Carlin and Elko as provided in Rule 3, trains or engines moving on the Western Pacific track must not cross over or move to the Southern Pacific track, or trains or engines moving on the Southern Pacific track must not cross over or move to the Western Pacific track without first protecting in both directions on such track.

At Alazon and Weso switching movements must not be made except under proper protection in both directions.

At Alazon, should it become necessary for a train or engine to cross over the Southern Pacific main track to or from the siding, it must first be protected in both directions on the main track as prescribed by Rule 99.

SPECIAL INSTRUCTIONS—Continued.

8. **SECTIONS REVERSING POSITIONS**—Between Alazon and Weso a section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

Under Form "F," Example 9, when sections are reversed conductors and enginemen of trains addressed will exchange orders and signals.

9. **DERAILMENT OR OBSTRUCTION**—Where Southern Pacific and Western Pacific tracks parallel to the extent that engines, cars or other equipment of one track might obstruct the other, trains on the opposite track must be protected, until it is known that such track is not obstructed.

10. **FUSEE**—Except within the automatic block signal system a fusee on or near the track burning red must not be passed until burned out. When burning yellow it is a caution signal.

Within the automatic block signal system, if a train finds a fusee on or near the track burning red, it must stop and may then proceed under control (caution), not exceeding six (6) miles an hour, to the obstruction or to a clear signal or until track is seen to be clear. When burning yellow it is a caution signal. The display of a red or yellow fusee does not relieve the preceding train from complying with Rule 99.

11. **TORPEDO**—The explosion of one torpedo is a signal to stop; the explosion of two, not more than two rail lengths apart, is a signal to reduce speed and look out for a stop signal.

Where one torpedo is exploded, if no person is at hand to explain, train must be preceded by a flagman, wait five minutes and follow the flagman for one-half mile, except when track ahead is seen to be clear, or if within automatic block signal system the signal in the vicinity indicates proceed, then train may proceed under control (caution) not exceeding six (6) miles an hour for one-half mile.

12. **SPACING OF TRAINS ON THE WESTERN PACIFIC TRACK**—Trains in the same direction must keep at least ten (10) minutes apart, except in closing up at stations and as hereafter provided.

A light engine, or an engine with a caboose running extra, or running under authority of a time-table schedule, must not follow a passenger train less than twenty (20) minutes.

When a clearance is to be issued to a train in less time than herein provided, after a preceding train has left, operator must note thereon time following train may leave and such time must be ten (10) minutes later than the time the preceding train left, except where a light engine or an engine with a caboose is following a passenger train, in which case the time must be twenty (20) minutes.

Train and enginemen will be held responsible if they knowingly follow a train in less time or leave a station before the time specified to leave as shown on their clearance card.

13. **WESO REGISTER**—Eastward regular trains and Westward Western Pacific regular trains will register by ticket (Form 2642) for the information of inferior trains. Other trains will not register. However, this does not relieve any train from complying with Rule 83 when necessary.

Operator Weso must enter correctly the information on the register furnished by Form 2642 and telegraph the registration of only the **Eastward** regular trains to the Western Pacific operator at Winnemucca, who must enter same as sent on a register marked "Weso Register." Operator at Winnemucca must then repeat the train number and signals as registered to the operator at Weso and obtain his OK.

Operators at Weso and Winnemucca will be held responsible for the correct transmission and entry of the Eastward regular trains on the Weso Register at the Western Pacific Winnemucca office.

Eastward Western Pacific inferior trains need not check Weso Register against any Eastward superior schedule shown on Register at Winnemucca, marked "Weso Register," as having been fulfilled out of Weso.

14. **WESO SWITCH LINE UP**—All switches will be lined up for Western Pacific and Southern Pacific main tracks. Operator will handle both switches (B) and (C) connecting with Southern Pacific main track.

15. **WESO SIGNAL INSTRUCTIONS**—The upper arm of the two-arm Westward semaphore signal (4209), located on Southern Pacific track just east of the east crossover, governs Southern Pacific Westward trains.

Trains desiring this route will call for signal by one long and one short sound of the whistle (———O) and if not received stop before passing signal.

The lower arm governs movement of the Western Pacific trains through switch "B" to west crossover.

Trains desiring this route will call for signal by one short and two long sounds of the whistle (O—— ——) and if not received stop before passing signal.

Eastward Southern Pacific trains must not pass home signal (4208) west of the east end of the west crossover unless it indicates proceed, then proceed to, but not beyond, Signal (4210) at east end of east crossover, until it indicates proceed.

After the switch connecting the east crossover with the Western Pacific main track has been set for a Southern Pacific train to enter the Western Pacific main track, train may proceed if signal (4210) goes to proceed position. If not, it indicates there is a train within the block signal limit on the Western Pacific main track and the main track must not be fouled until the signal (4210) indicates proceed, or proper protection is provided.

Eastward Western Pacific trains approaching the east end of the east crossover will be governed by caution signal (4206) located west of switch (A) at the west end of the west crossover, and home signal (4212) west of the east end of the east crossover, and must not pass the home signal (4212) while in stop position, unless it is known that the main track is not fouled at the east switch of the east crossover, and then, after stopping, proceed only with caution through the limits of the block indicated by the block limit sign located one mile east.

16. **ALAZON REGISTER**—Westward regular trains and Eastward Southern Pacific regular trains will register by ticket (Form 2642) for the information of inferior trains. Other trains will not register. However, this does not relieve any train from complying with Rule 83 when necessary.

Operator Alazon must enter correctly on the register the information furnished by Form 2642 and telegraph the registration of only the **Westward** regular trains to the Southern Pacific Operator at Wells, who must enter same as sent on a Register marked "Alazon Register." Operator Wells must repeat the train number and signals, as registered, to the operator at Alazon and obtain his OK.

Operators at Alazon and Wells will be held responsible for the correct transmission and entry of Westward regular trains on the Alazon Register at Southern Pacific Wells office.

Westward Southern Pacific inferior trains need not check Alazon Register against any Westward superior schedule shown on the Register at Wells, marked "Alazon Register," as having been fulfilled out of Alazon.

17. **ALAZON SWITCH LINE UP**—All switches will be lined up for Southern Pacific and Western Pacific main tracks. Operator will handle crossover switches A, B, C, and D at the east end connecting the Southern Pacific and Western Pacific main tracks.

18. **ALAZON SIGNAL INSTRUCTIONS**—The upper arm of the two-arm Eastward semaphore signal (6034), located just west of the west crossover at the east end governs Western Pacific Eastward trains.

Trains desiring this route will call for signal by one short and two long sounds of the whistle (O —— ——), and if not received stop before passing signal.

The lower arm governs movement of Southern Pacific Eastward trains through switches A and B of the west crossover at the east end.

Trains desiring this route will call for signal by one long and one short sound of the whistle (———O), and if not received stop before passing the signal.

Westward Southern Pacific trains must not pass home signal (6033) east of the east crossover until it indicates proceed.

Westward Western Pacific trains must not pass home signal (6035) located to the left of Western Pacific main track east of the east crossover, or move through switches D and C, until the signal indicates proceed.

INSTRUCTIONS TO TRAIN DISPATCHERS AND OPERATORS.

19. If an Eastward extra is to be moved on, or a work extra authorized to use the Southern Pacific track, a "19" form train order must be issued to all Westward trains to advise them of such movement in order that Southern Pacific single track automatic block signal Rule 504 may be applied.

20. If an opposing movement is to be made on the Western Pacific track, the "31" form train order must be used to restrict the superior train.

21. Should it become necessary to move an Eastward train on the Southern Pacific track or a Westward train on the Western Pacific track, or create a work extra, single track Forms G and H must be used.

22. Unless some form of block signals is used, operators must space all trains in the same direction not less than ten (10) minutes apart, except when a light engine or an engine with a caboose running extra or running under authority of a time-table schedule is following a passenger train, in which case they must be spaced not less than twenty (20) minutes apart.

Dispatchers must advise operators of the approach of light engines or an engine with a caboose, running extra or under authority of a schedule.

During blizzards, fogs or other elements that may obscure the view, dispatcher must, whenever and wherever it becomes necessary, instruct operators to space trains more than the time prescribed.

Operators must promptly advise dispatcher of storms and if unable to immediately consult him during blizzards, fogs or other elements that obscure the view or may injure the roadbed or bridges, caution all trains and if conditions warrant, except within automatic block signal system, space trains more than the specified time, advising following trains the time preceding train left.

23. When dispatchers issue Form G or H orders, the route must be stated in full.

EXAMPLE 1.

"Eng. 99 run extra on .... Pacific track A to F."

EXAMPLE 2.

"Eng. 99 works on .... Pacific track .... to .... between D and E."

EUREKA NEVADA CROSSINGS AT PALISADE.

Derails in Eureka Nevada track on each side of crossings of that track with tracks of Southern Pacific and Western Pacific Railroads west of Palisade have been connected with semi-automatic signals on Southern Pacific and Western Pacific Railroads.

On Southern Pacific track westward trains approaching the two Eureka Nevada crossings each side of Tunnel No. 1 will be governed by home INTERLOCKING signal No. 5255 located just east of the east crossing, and distant signal No. 5263 at east end of Palisade siding. Eastward trains will be governed by home INTERLOCKING signal No. 5252 and distant signal No. 5248, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains, and may then proceed, being governed by Rule No. 5 of "Special Rules for the Joint Operation of Trains on Southern Pacific and Western Pacific Railroads Between Alazon and Weso."

On Western Pacific track eastward trains will be governed by home INTERLOCKING signal and distant signal west of Eureka Nevada Railway's crossing, located just west of Tunnel 39, and westward trains will be governed by home INTERLOCKING signal east of Tunnel 39. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that the derails on the Eureka Nevada Railway are set to derail trains and may then proceed not exceeding six (6) miles per hour eastward to the east switch at Palisade or westward to the home signal about one (1) mile west of Tunnel 39.

Trains will not exceed ten (10) miles per hour over any crossing of the Eureka Nevada Railway.

LOCATION OF OVERHEAD STRUCTURES.

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
269.44	Bridge	13	Truckee River	Derby
344.3	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
460.56	Tunnel			Mt. Montgomery, N. & C. Br.
302.80	Bridge		Carson River	Fallon Branch
302.50	Bridge		Government Canal	Fallon Branch
277.90	Bridge		Truckee River	Fernley, Fernley-Lassen Br.
386.70	Tunnel	1		Susanville
387.00	Tunnel	2		Susanville

SPEED RESTRICTIONS.

13. Speed of passenger trains must not exceed 50 miles per hour at any point.

14. Speed of freight and mixed trains must not exceed 35 miles per hour at any point.

15. Maximum speed of Consolidated and Mikado engines running light 35 miles per hour, Mogul engines 40 miles per hour, passenger engines 50 miles per hour and yard engines 20 miles per hour. Consolidated, Mikado and Mogul engines when used on passenger trains must not exceed speed of 40 miles per hour. Maximum speed of any locomotive running backward will be on main line 25 miles per hour, on branch lines 15 miles per hour.

16. All trains will reduce speed to 10 miles per hour when using cross-overs or turnouts.

17. Trains must not exceed 25 miles per hour between Corinne Junction and Kelton and 20 miles per hour between Kelton and Lucin.

19. Narrow gauge trains will not exceed speed of 30 miles per hour at any point.

20. Trains will not exceed 15 miles per hour on descending grades between Tonopah Junction and Queen and 25 miles per hour between Queen and Hammil.

21. Eastward trains must run under control through tunnel 3 miles east of Mt. Montgomery.

22. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

23. Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

24. Reduce speed to 15 miles per hour through Battle Mountain, Winnemucca and Lovelock.

25. Freight trains and helpers will not exceed 20 miles per hour Valley Pass to Montello or Moor to Wells.

Passenger trains will not exceed 40 miles per hour and freight trains will not exceed 20 miles per hour between East Switch, Tecoma, and West Switch, Lucin.

26. Passenger trains will reduce speed to 30 and freight to 15 miles per hour through all tunnels.

27. Trains must reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.

28. The speed as indicated for freight trains also applies to mixed trains.

29. When a passenger engine is used to help a train, Wells to Moor, or Montello to Valley Pass, such engine when returning light will not exceed speed of 40 miles per hour at any point, Moor to Wells or Valley Pass to Montello.

29-a. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders or slow boards.

	Passenger Miles per Hour	Freight Miles per Hour
One mile West of Little Mountain, Bear River Bridge....	30	20
Bear River Bridge..................................	20	12
Bear River Bridge, East switch at Promontory Point....	30	20
West switch at Saline, East end Great Salt Lake Trestle.	30	20
Between East end and West end of Great Salt Lake Trestle	20	12
West end of Great Salt Lake Trestle, Lakeside..........	30	20
East switch at Loray, West switch at Tioga............	40	20
West switch at Moor, Wells............................	40	20
3 miles West of Tyrol, 1 mile West Palisade...........	35	25
Hazen and Churchill	35	25
Churchill and Thorne..................................	40	30
Churchill and Mound House	20	15
Fallon Branch...	20	15
Mina and Tonopah Junction.............................	40	30
Fernley and Flanigan	40	30
Westwood Junction to two miles east of Susanville	25	15

JUNCTION SWITCHES.

30. Switch at end of double track at Nenzel will be set for westward track.

31. Switch at end of double track at Rose Creek will be set for westward track.

32. Switches at each end of double track, Lakeside and Great Salt Lake trestle, will be set for westward track.

33. Switches at each end of double track, Montello and Lucin, will be set for eastward track.

34. Switch at Cecil Junction will be set for westward track.

35. Switch at Weber Junction will be set for eastward track.

36. Switch at Tonopah Junction will be set for narrow gauge track.

OVERLAP POSTS.

38. Overlap posts are located one on each side of main track at Colin and Midlake. These posts are painted white and lettered Overlap.

Trains holding main track, meeting other trains, will not pass posts on right-hand side in direction train is moving until opposing train has reached the switch at which it will take siding.

Trains holding main track, to be passed by other trains, will move entire train past the post on left-hand side of track in direction train is moving.

In order to avoid blocking westward train at intermediate between Weso and Winnemucca, eastward train, when holding meet at Winnemucca must stop west of Bridge St. crossing and not open any switches east of this crossing until opposing train has passed intermediate signal 4185 east of Winnemucca.

MISCELLANEOUS.

39. Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.

40. Trailing point cross-over (no siding) at Mill City.

41. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers will see that this is done.

42. Additional Communicating Signals:

(j) oooooo When running increase train heat.

(k) ——— When running look back for hand signal.

44. Passengers will not be carried on freight trains except persons in charge of live stock and employees holding passes endorsed, ''Good on freight trains.''

45. Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching tunnels, and where view is obstructed.

47. Attention of all employes is directed to list of overhead structures on Page 10 and trainmen are notified that it is dangerous to stand on high cars in passing through them.

48. Telephones are placed in some non-telegraph stations and cabooses to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

49. Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211....................	40	
A-84 15-25/28 110	3000 to 3009....................	77	48375 lb.
A-79 15-25/28 102	3016 to 3024....................	67	46445 "
A-81 20-28 105	3025 to 3071....................	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.......	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297..................	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206..............	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779..............	58	45190 "
M-63 21/28 144	1727 to 1729 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799........	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802..	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397..................	55	30190 "
E-73 18/24 63	1430 and 1432...................	61	27570 "
MC-57 26/40-30 394	4000 to 4016....................	53	43050 "
MC-57 26/40-30 398	4017 to 4028....................	53	43050 "
MC-57 26/40-30 401-s	4029 to 4043....................	53	43500 "
MC-57 26/40-30 395-s	4044 to 4048....................	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679..............	52	39650 "

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limit specified below.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	All.	Dr. S. Lees Joslin, District Surgeon	Fernley, Nev	Fernley
Dr. R. S. Joyce, Division Surgeon	Ogden, Utah	Ogden to Lucin.	Dr. T. H. Harper, District Surgeon	Sparks, Nev	Hazen to Reno.
Dr. J. R. Morrell, Assistant Surgeon	Ogden, Utah	Ogden to Lucin.	Dr. W L. Kistler, Assistant Surgeon	Sparks, Nev	
Dr. A. A. Browning, Oculist and Aurist	Ogden, Utah	All.	Dr. M. R. Walker, District Surgeon	Reno, Nev	Sparks to Reno.
Dr. D. W. Henderson, Emergency Surgeon	Brigham City, Utah		Dr. S. K. Morrison, Assistant Surgeon	Reno, Nev	
Dr. R. V. Graves, District Surgeon	Montello, Nev	Lucin to Cobre.	Dr. John A. Fuller, Oculist and Aurist	Reno, Nev	
Dr. A. C. Olmsted, District Surgeon	Wells, Nev	Cobre to Deeth.	Dr. E. A. Jackman, District Surgeon	Wadsworth, Nev	Wadsworth.
Dr. A. J. Hood, District Surgeon	Elko, Nev	Deeth to Moleen.	Dr. Carl H. Lehners, District Surgeon	Fallon, Nev	Fallon to Hazen.
Dr. M. J. Rand, District Surgeon	Elko, Nev	Halleck to Moleen.	Dr. R. W. Garner, District Surgeon	Susanville, Cal	
Dr. W. D. Row, District Surgeon	Carlin, Nev	Moleen to Beowawe.	Dr. M.W. Hollingsworth, District Surgeon	Westwood, Cal	
Dr. S. R. Clark, District Surgeon	Battle Mountain, Nev	Beowawe to Golconda.	Dr. W. M. Edwards, Emergency Surgeon	Mason, Nev	
Dr. Geo. F. Pope, Emergency Surgeon	Winnemucca, Nev	Golconda to Cosgrave.	Dr. R. H. Carter, District Surgeon	Cartago, Cal	Keeler to Zurich.
Dr. John T. Beale, District Surgeon	Imlay, Nev	Cosgrave to Rye Patch.	Dr. C. E. Turner, District Surgeon	Bishop, Cal	Zurich to State Line.
Dr. J. A. Russell, District Surgeon	Lovelock, Nev	Rye Patch to Hazen.	Dr. D. A. Smith, District Surgeon	Mina, Nev	State Line to Hazen.

HOSPITALS

General Hospital, San Francisco, Cal.

Division Hospital, Dee Memorial Hospital, Ogden, Utah.

Emergency Hospitals, Sparks, Nev., Mina, Nev., Ogden, Utah.

TONNAGE OF PASSENGER CARS.

	Wood Lbs.	Steel Lbs.	Steel Under-frame Lbs.
Baggage	79,000	90,000	
Baggage (Dynamo)		105,000	
Baggage and Mail 60 ft		90,000	
Baggage and Mail 69 ft	77,000	121,000	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
Buffet (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal (40 feet)		77,000	
Postal (60 feet)		110,000	
Pullman Observation	124,500	151,000	127,000
Pullman Parlor	115,000	146,000	
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

RATING OF LOCOMOTIVES—SALT LAKE DIVISION.

In M's of 1,000 pounds back of Tender.

CLASSIFICATION	ENGINE NUMBERS	THROUGH RATING								LOCAL RATING						
		Boiler Pressure	Sparks and Imlay Imlay to Carlin Ogden to Montello	Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Mina and Keeler Narrow Gauge	Sparks and Imlay Imlay to Carlin Ogden to Montello	Carlin and Montello	Carlin to Imlay Montello to Ogden	Fernley and Susanville		Susanville to Westwood	Westwood to Susanville
													Single	Helper		
M—63 21/28 144	1725 to 1803 Simple.	195	3380	1520	3820					3820	1580	4220	2500	4270	935	1755
M—63 15½-26/28 144	1730 to 1802.	200	3310	1510	3750	1702	2384	682		3730	3280	3730				
T—57 18/24 72	2006	150	1815	795	2105	1000	1400	400								
T—57 18/24 83	2156 to 2173.	160	1945	860	2245											
T—63 19/24 105	2221 to 2234.	160	1910	830	2210											
T—63 20/26 112	2235 to 2273.	180	2680	1190	2970	1500	2100	600					1900	3380	715	1330
T—69 21/28 149	2283 to 2300.	200	3275	1410	3555											
P—77 22/28 141	2400 to 2452.	200	3185	1330	3450											
A—84 15-25/28 110	3000 to 3009.	200	2265	975	2695											
A—81 20/28 105	3049 to 3065.	200	2525	1095	3035											
C—57 22/30 187	2513 to 2599 & 2752 to 2836	200	4120	1890	4675					4675	1960	5135				
C—57 22/30 184	2698 to 2751.	200	4120	1890	4675					4675	1960	513	3000	5135	1145	2110
MK—57 23¾-30 205	3200 to 3228.	180	4200	1895	4780					4780	1965	5360				
E—44 14/18 32	4 to 10								105							
M—44 14/18 42	11 to 12								125							
T—48 16/20 56	14 to 17															
									180							

FIRST PARAGRAPH OF RULE 92 WILL NOT APPLY TO WESTWARD TRAINS ARRIVING SPARKS.

YARDS

Yards are established at the following stations:

MONTELLO.
WELLS.
CARLIN.
IMLAY.
HAZEN.
SPARKS.
(Sparks yard extends from yard limit board east of Sparks to yard limit board located one and one-half miles west of Reno.)

SUSANVILLE.
WESTWOOD.
FALLON.
MOUNDHOUSE.
MINA.
LAWS.
KEELER.
OWENYO.

Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.

MILEAGE.

MAIN LINE.				
Sparks to Ogden, via Lucin Cut-off	C. P. Ry			537.19
BRANCHES.				
Candelaria	C. P. Ry	Filben to Candelaria	5.51	
Fallon	C. P. Ry	Hazen to Fallón	15.92	
*Malad Valley (O. S. L. R. R.)	C. P. Ry	Corinne Jct. to Brigham	3.98	
Metropolis Branch	C. P. Ry	Tulasco to Metropolis	7.87	
Mina	C. P. Ry	Hazen to Keeler	288.66	
Moundhouse	C. P. Ry	Churchill to Moundhouse	26.20	
Promontory	C. P. Ry	Lucin to Cecil Jct	145.96	
Fernley	C. P. Ry	Fernley to Westwood	136.60	
Total Branches				630.78
Total Salt Lake Division				1,167.97

*Track used jointly with O. S. L.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

DISPATCHERS

Carlin and Montello Sub-Divisions.

W. M. Johnson, Chief Train Dispatcher..........Ogden
R. E. Beach, Asst. Chief Train Dispatcher......... "
M. R. Woodward, Train Dispatcher................ "
H. E. Hiner, " " .... "
W. S. Eakle, " " .... "
L. R. Norris, " " .... "
C. O'Laughlin, " " .... "
M. G. Pence, " " .... "
L. Lynch, " " .... "

DISPATCHERS

Sparks, Imlay, Mina and Susanville Sub-Divisions.

J. T. Bell, Chief Train Dispatcher................Sparks
H. G. Valleau, Assistant Chief Train Dispatcher... "
T. W. Fitzgerald, Train Dispatcher............. "
H. F. McDonald, " " .... "
J. E. Vail, " " .... "
A. R. Ludwig, " " .... "
G. McNabney, " " .... "
J. A. Jackson, " " .... "
H. E. Scott, " " .... "
J. H. Davis, " " .... "
D. L. Weisenhunt, " " .... "

W. H. McBEAN,
Trainmaster,
Ogden, Utah.

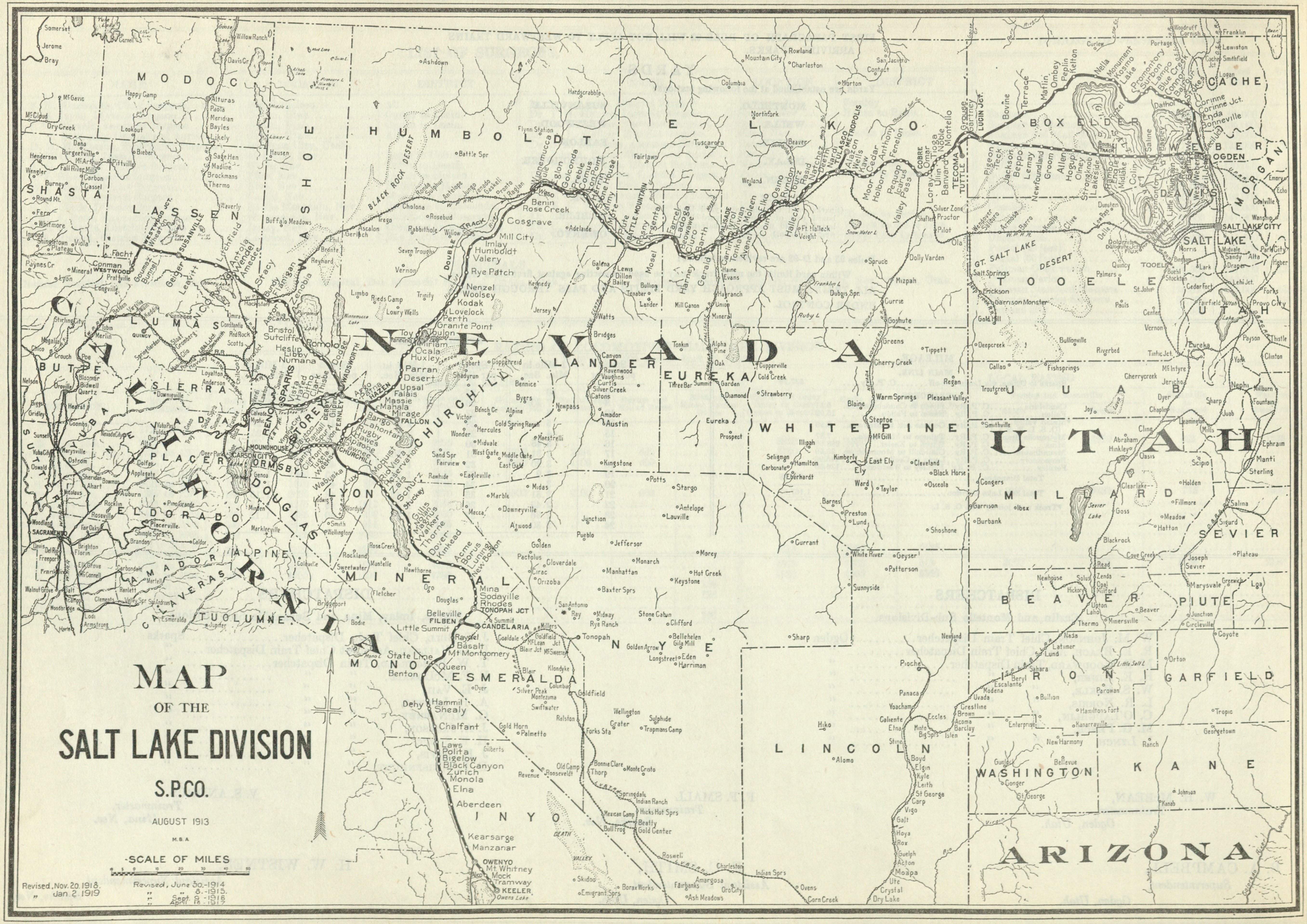
F. F. SMALL
Trainmaster,
Sparks, Nev.

V. S. ANDRUS
Trainmaster,
Mina, Nev.

B. A. CAMPBELL,
Superintendent,
Ogden, Utah.

F. C. SMITH,
Assistant Superintendent,
Ogden, Utah.

H. W. WISTNER,
Assistant Superintendent,
Sparks, Nev.



MAP OF THE SALT LAKE DIVISION

S.P.CO.

AUGUST 1913

M.B.A

SCALE OF MILES

Revised Nov. 20, 1918.
„ Jan 2, 1919

Revised, June 30.-1914
„ 8.-1915.
„ Sept 8.-1916
„ April 18.-1917

NEVADA
UTAH
CALIFORNIA
ARIZONA
MODOC
SHASTA
LASSEN
PLUMAS
BUTTE
SIERRA
YUBA
NEVADA
SUTTER
PLACER
ELDORADO
AMADOR
ALPINE
CALAVERAS
TUOLUMNE
MONO
INYO
WASHOE
HUMBOLDT
ELKO
LANDER
EUREKA
WHITE PINE
CHURCHILL
LYON
ORMSBY
DOUGLAS
MINERAL
ESMERALDA
NYE
LINCOLN
BOX ELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
UTAH
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
IRON
GARFIELD
WASHINGTON
KANE
GT. SALT LAKE DESERT
BLACK ROCK DESERT
SALT LAKE CITY
OGDEN
RENO
SPARKS
CARSON CITY
SACRAMENTO
WINNEMUCCA
CARLIN
PALISADE
ELKO
TONOPAH
GOLDFIELD
KEELER
OWENYO